

CARGO AND CABIN

WEEDEN KICKED ON 'BUNNY HUG'

Again has a practical and unsentimental trans-Pacific skipper come to the fore and declared himself as opposed to a clever execution of new and startling dances on board ship.

This time it was Miss Alice Teddy's terpsichorean abilities that were placed under the probe by no less seasoned vessel-master than Captain Henry Weeden, in the Matson Navigation steamer Lurline, the occasion being the voyage of that vessel from San Francisco to Honolulu, which was rounded out this morning, with the arrival of the steamer at Hackfield wharf.

Miss Alice Teddy, was numbered among forty passengers who boarded the vessel before sailing from the Golden Gate. All went well for the first two days, mainly owing to Old Neptune who succeeded in exerting a retiring disposition upon the part of the travelers, owing to some rough weather.

It was one evening well along on the trip, and during a social session, for which the Lurline is famed, that Miss Alice Teddy literally bounded into the center of the spot light. While a dance was in progress, Miss Alice entered the lists and before she had executed a score of steps, Captain Weeden as well as several of his stoutest-hearted officers realized that it was time to call out the fire brigade.

There was sure something doing along the line of "Bunny Hug," and the "Grizzly Glide" that evening Miss Alice refused to listen to any suggestion that spelled a total or even partial eclipse of her talents. It looked like trouble, for some minutes when Robert McGreer, general manager of a string of Honolulu theaters, a passenger in the Lurline, stepped into the arena. Having possessed a previous acquaintance with the lady during his managerial career on the Coast, McGreer finally succeeded in pacifying and smoothing down the rather ruffled sensibilities of a once thoroughly irate female, to an extent that she agreed to retire to the seclusion of her boudoir for the remainder of the evening.

Miss Alice Teddy is a native daughter of California, being a bear, and a highly trained animal at that, who will become one of several big attractions that will serve to fill the Bijou theater to capacity beginning with May 14.

Manager McGreer of the Consolidated Amusement Company, accompanied by Mrs. McGreer, returned today after six weeks spent in touring the Coast, where a line was secured on a host of top liner acts. Mr. McGreer also established connections for high class films, and at the same time appointed a new booking agent, who has his net spread for only the best acts in the business.

Fine Record for New Oil Tanker.

Much has been said concerning the initial performance of the fine new oil tanker El Segundo, the latest addition to the Standard Oil Company fleet, to enter the Pacific coast trade. The new tanker is 342 feet long, 46 feet in beam and 27 feet deep. It has 12 oil compartments with a capacity of 30,000 barrels of cargo oil. The vessel is equipped also with tanks for carrying lubricating oils. The El Segundo uses liquid fuel and is equipped with the Union Iron Works oil burning system. It has a fuel capacity sufficient for 30 days steaming.

While not the latest, the El Segundo is the most completely equipped oil carrier on the coast. The latest safety equipments have been installed and special attention has been given to making comfortable the crew quarters. The vessel is equipped with Marconi wireless, automatic fire extinguishing system, electric lights, refrigerator plant and the latest and most approved devices for communicating between pilot house and engine room.

The vessel is equipped with a triple expansion engine capable of developing 2500 horsepower at 100 revolutions. This gives the Segundo surplus power for towing oil barges along the coast. For this purpose the tanker is equipped with a towing machine and carries 1500 feet of two-inch steel wire hawser. The cargo pumps will discharge a full load of oil, 30,000 barrels, in 10 hours.

El Segundo will be followed by the steamer Richmond, now building, which will have double the capacity of the Segundo and will be ready for service next fall.

Much Business for New Line.

Big Liners Cut Down Supply.

The departure of one or more large steamers from the island of Hawaii have caused a slight reduction in the visible supply of sugar found stored at the several island warehouses. With the arrival of the Mauna Kea, Purser Phillips reported the following sugar awaiting shipment to the mainland: Waialea 23,000, Hawaii Mill 4000, Hilo Sugar Co. 4400, Ono-mean 23,318, Pepeekeo 15,000, Honouliuli 13,000, Hakalau 17,450, Laupahoehoe 20,800, Kailiki 8200, Kula 11,200, Mamakua Mill 13,650, Paahau 26,000, Honokaa 6200, Kukuihaele 3,600, Honapou 170.

TOURISTS FLOCK TO THE ISLANDS

The so-called tourist season is far from being considered as a thing of the past, or to be relegated to the winter months. The Matson Navigation liners are booked to capacity with travelers, who in a great many instances are making their initial trip to the "Paradise of the Pacific."

The steamship Wilhelmina, now on the way from San Francisco to Honolulu and due to arrive here at an early hour on the morning of May 13, is reported by late advices received through the agency of Castle & Cooke, as bringing nearly one hundred tourists, with a sprinkling of kamaainas.

With the arrival of the steamer Lurline from the coast this morning was received an advance list of passengers booked for the Wilhelmina that included the following persons:

Mr. and Mrs. S. H. Brown, Mrs. James Murray, Miss A. Murray, Mrs. L. Sloan, Mrs. Henry J. Lawrence and child, Wm. Hay, Mr. and Mrs. H. W. Porter and children, D. W. Spear, H. K. Ashford, Miss Elsie Ogilvie, Mrs. H. L. Sauer and children, Miss D. Spinnay, Mrs. John T. Gulick, Mrs. H. M. Rogers, Miss Helen Peterson, Mr. and Mrs. M. S. Wakefield, Miss F. A. Parker, Miss B. Steffens, Edward W. Barnard, W. E. Hellbron, J. L. Poindexter, Miss E. Poindexter, Mr. M. B. Clark and mother, Miss Sophia L. Clowes, Miss Dorothy Effinger, Miss Jessie Flanigan, Mrs. T. C. Spencer and infant, Miss Nora Swamy, Mrs. Dillingham and servant, Miss A. Girard, C. V. Hodge, S. E. Statler, Hugo Monnig, F. Dohrman Jr., Miss Florence Roberts, Mrs. B. Ogden, Mrs. L. Taylor, nurse and mother, Miss Margery Tilden, Miss Evelyn Tilden, Mr. and Mrs. S. Tilden, Miss Mae O'Hara, Miss Jewel O'Hara, Mr. and Mrs. H. F. Wichman, Miss L. Mills, Mrs. Easton Mills, Mr. and Mrs. J. G. Heath and child, Mr. and Mrs. H. E. Rhodes.

Having more business than it can handle with its regular line, the China Import and Export Lumber Company chartered the Norwegian steamship Tricolor to make the round trip between Portland and Shanghai. On the outward voyage she will carry a cargo of lumber amounting to about 5,500,000 feet.

About a month ago the China Import and Export Lumber Company established a regular line between Portland and the Far East. Four steamers were taken on long-time monthly service. Hardwood and general freight will be brought in this direction, while fir will make up the outward cargoes.

The Norwegian steamship Bangor, another of the regular fleet, is expected to arrive in May. The next of the line to put in an appearance will be the British steamship Baron Napier, due in June. Each of the steamers will carry an average of 3,500,000 feet of lumber a trip. The steamers will make three or four trips apiece in the course of a year. Consequently they will handle in the aggregate some thing like 40,000,000 or 50,000,000 feet of lumber during the period of their engagement.

Diamond Head Filled With Fuel.

The veteran bark Diamond Head, which at one time traced the local waterfront as one of several lumber carriers, has degenerated into an oil hulk, and is now being towed up and down the coast in the service of the Union Oil Company. The Diamond Head was formerly the bark Gainsborough. The barge will be used by the Union Oil Company in the traffic out of San Francisco. The vessel was sold to the oil company by the Tyce Whaling Company, which operated her for a season in Alaskan waters. As the barge Gainsborough, built at London forty-seven years ago, the Diamond Head sailed the seas for many years under the flag of Hawaii, and with the annexation of the islands came under American register.

Kona Liner Makes Port.

The usual large general cargo of products from the Big Island were received with the arrival of the Kona and Kau liner Kilaua this morning. The vessel met with a fine trip and brought shipments of 4555 sacks sugar, 109 sacks coffee, 11 sacks ginger, 200 pineapples, 380 pieces kua lumber, 114 sacks corn, one auto, 8 cows, 8 calves, 2 horses, several crates chickens and 260 packages sundries. The steamer Helene is predicted will load sugar at Kailua for Honolulu and calling at Kawaihae for cattle, should arrive here on Saturday.

Windjammer Off Laupahoehoe.

A four-masted schooner which may have been the J. H. Bruce, thirty-two days out of Hilo, was sighted some miles off Laupahoehoe by Captain Freeman and officers in the Mauna Kea that returned from a trip to Hilo and way ports this morning. The flagship returned with cargo including 126 packages sundries, 29 packages lumber, 16 bales hides, 10 cords wood, an auto and incidentals. The steamer Likelike was reported at Honouliuli. The Mauna Kea met with fine weather.

NEPTUNE KIND TO LURLINE

Neptune was kind to the Matson Navigation liner Lurline on the return voyage to the Hawaiian Islands, so states Captain Henry Weeden, in stepping ashore from that vessel shortly after 8 o'clock this morning.

It was while the well known steamer was completing her last trip to the coast, and would have reached the Golden Gate the following day, that a gale of much intensity sent everyone below, while gigantic seas swept the vessel from stem to stern.

The present trip is characterized as quite peaceful. Fact is that several pleasing social stunts were pulled off aboard the liner. Thirty-three cabin and six steerage passengers left the liner upon arrival at Hackfield wharf, each declaring that they had greatly enjoyed the trans-Pacific cruise through summer seas and ideal weather.

The after part of the vessel presented a scene likened to the barnyard of a successful mainland farmer. Twenty-six head of mules, several fine blooded horses, and some prize cattle, not to mention scores of coops and crates of chickens, reached destination in safety and good health.

The Lurline will be discharged of 2000 tons cargo and then proceed to Hilo, and thence to Kahului. It is expected that the vessel will sail for Hawaii tomorrow night, remaining at the Crescent City for a day, then going to Kahului, where 1500 tons of masses awaits the liner. The Lurline should return here by Sunday morning. In departing for San Francisco on next Tuesday evening, the steamer will carry a full shipment of sugar, and two score cabin passengers.

A late mail from the mainland reached here at an early hour by this vessel. Through Dr. Trotter, chief quarantine officer, the Lurline was granted a prompt pratique.

Car Ferry Saves Much Time.

Establishment of the car ferry service between Vancouver and Esquimalt will have the effect of bringing to Victoria, daily transfer barges, and in the event of their being a congestion of freight cars at the terminal city two barges will be dispatched to Victoria each day. An official of the C. P. R. announced that the service is to be a permanent one and all the freight consigned to Victoria and the adjacent points from the East will be brought by the car ferries.

The establishment of this new service has been sprung so suddenly by the C. P. R. that probably few have been able to recognize as yet, the extreme importance and great benefit it will be to that city. One of its most conspicuous features is the fact that the freight cars will be landed there far more quickly than if they are brought over the Esquimalt & Nanaimo rails. Up to the present the cars have been ferried across the gulf to Ladysmith. There they are shunted about and sometimes it is not until the next day that the freight train is ready to bring them over to Victoria. The bad haul over the summit, which is a hard strain on the engines, will be overcome by the new service.

Coronado Next to Retire as a Hulk

It has not been many years ago that the barkentine Coronado was a familiar figure along the Honolulu waterfront, that vessel having completed many fast passages between San Francisco and this port.

The famous old iron barkentine Coronado, which operated in the sugar trade between the Hawaiian Islands and the Golden Gate has been purchased by the Canadian Pacific Railway Company from the shipping firm of James Griffiths & Sons, acting for her owners, the Alaskan Whaling Company. The Coronado, once among the fleet windjammers of the Pacific, will be converted into a barge and operated between Vancouver and Vancouver Island in the coal-carrying business. The Coronado has been sailing the high seas for nearly forty years, and her transfer marks the passing of another fine sailing vessel well remembered by local shipping men.

The Coronado was built at Sunderland in 1874 and is of heavy iron construction. When in the sugar trade she was operated by the J. D. Spreckels & Bros. Company.

Many Disasters in Three Months.

NEW YORK—The year 1913 has proved thus far the most disastrous three months that shipowners on both sides of the Atlantic have experienced in nearly 50 years. Correct estimates of the loss caused by the series of storms that have swept the coasts of Europe and America are difficult to obtain, but one authority who based his figures on the Lloyd's report, said today that the damage to deep-sea vessels alone would be \$7,000,000. This does not include the loss suffered by the coasting trade of the United States, estimated at several millions. The rise in marine insurance rates, which was started by the loss of the Titanic, has received additional impulse from the large number of recent wrecks.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
May 5	p.m. 7:19	a.m. 2:46	a.m. 8:26	p.m. 4:50	5:24	6:28
6	4:25	2:0	3:17	8:58	11:12	5:24
7	5:01	2:0	3:52	9:36	11:50	6:20
8	5:18	2:0	4:29	9:56	12:10	6:34
9	6:35	2:0	5:14	10:31	1:05	6:30
10	7:39	2:0	6:17	11:10	2:58	6:22
11	8:22	1:9	7:57	12:18	4:00	6:31

New moon May 5 at 9:53 p. m.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

TUESDAY, MAY 6, 1913
HILLO—Arrived, May 5, 10 a. m., S. S. Enterprise, from San Francisco.
KAANAPALI—Sailed, May 5, 11:40 a. m., ship Falls of Clyde, for Gaviota.
YOKOHAMA—Arrived, May 5, S. S. Chiyoma Maru, hence April 25.
GRAYS HARBOR—Sailed, May 5, sch. Fred J. Wood, for Honolulu.
GRAYS HARBOR—Sailed, May 4, bkt. Newboy, for Honolulu.
PORT SAN LUIS—Sailed, May 6, S. S. W. F. Herrie, for Honolulu.

Tuesday, May 6.
YOKOHAMA—Sailed, May 3, S. S. Korea, for Honolulu.
SAN FRANCISCO—Arrived, May 6, S. S. Mexican, from Salina Cruz.
Sailed, May 6, 1:30 p. m., U. S. A. T. Sherman, for Honolulu.
Sailed, May 6, 3 p. m., S. S. Ventura, for Honolulu.

Honolulu
Arrivals—May 6, S. S. Lurline, from San Francisco; S. S. Persia, from Yokohama.

Aerograms
U. S. A. T. Thomas—Arrives from Manila Thursday afternoon.
S. S. Persia—Proceeds to San Francisco at 4 p. m. today.

PASSENGERS ARRIVED

Per P. M. S. S. Persia, from Manila via Hongkong and Japan ports, May 6.—For Honolulu: K. Hamaguchi, Mr. K. Hamaguchi, Dr. T. Uemura, Y. Zenhiro, Thomas Pratt, Harry Smythe, Miss Takekado, Mrs. Y. Zenhiro, Thomas Pratt, Jr., William Stodart, Miss Chiyoko Sakamoto, Miss Kaide Zenhiro, For San Francisco: Miss Minnie Alexander, David L. Boggs, Miss Charlotte Brooks, Master Marion Cheek, Peter Corona, Mrs. M. L. Clemens, Abel F. Clarke, W. H. C. Coates, Mrs. L. Day, Miss Julia L. Goerck, Mrs. Elizabeth Heyne, Mrs. Nellie Kent, James H. Lloyd, Mrs. Chas. Levings, Mrs. E. S. Maxson, Axel Mellin, John J. Plegier, Miss Mary J. Rahsom, George Reid, Daniel Sharp, Mrs. Haru Shimada, Richard H. Taylor, Mrs. Eneeda Uchemura, Mrs. Bertha K. Armand, Alfa W. Beam, Mrs. Lulu M. Cheek, Miss Cheryl Cheek, Abel L. Crook, Miss Margaret Clemens, Mrs. A. F. Clarke, L. D. Chesney, Miss Estelle M. Forth, Roy M. Huggins, Mrs. T. Inoue, Louis Kort, Miss Mary A. Lockhead, Samuel H. Mays, Master John Maxson, Mrs. U. Miyamoto, Mrs. J. J. Plegier, Uvo Rustemeyer, Mrs. G. Reid, Robert P. Stewart, Miss Bertha N. Taylor, Mrs. R. H. Taylor, Mrs. Francis C. White, K. Yanaiyama, Miss Lena Brotherton, Mrs. Hallie Baldridge, Miss Katherine Cheek, Master David Cheek, Milton L. Clemens, Master Milton Clemens, R. Chiba, Miss Harriet Davies, Harry C. Fraser, Thomas B. Hine, Mrs. Ella J. Jordan, How Shen Lee, Charles Levings, Edgar S. Maxson, Hugo Montgomery, James T. Parshall, Miss Bernice Plegier, Mrs. Myrtle Rogers, Miss E. E. Spears, B. Shimizu, Chow Fong Tong, Mrs. Emma Upcraft, Dr. L. S. Wirt.

Per str. Mauna Kea from Hilo and way ports: Dr. N. Sinclair, H. P. Plummer, Mrs. Coffin, Miss Liddiard, J. F. Toole, Mrs. E. M. Andrews, Miss Morris, Mrs. Ide, R. E. Guthrie, H. A. White, P. C. Moore and wife, G. H. Vickers, Jno. T. Baker, A. J. Balfing, W. Hall, C. W. Alden, Mrs. W. Williamson, child and servant, Mrs. N. A. Williamson, G. K. Larsson, S. Stutz, K. Y. Toda, L. Schmidt, J. Waihoiua, Canllos, Jas. P. Lynch, F. J. McDonald, D. S. Bowman, wife and child, S. Lalakea, Mrs. G. Strange & Son, W. Coombs and wife, E. Huddleston and wife, S. Matsumoto, C. E. Laing, C. H. Siebert, Mrs. A. Swanson, Mrs. H. Lloyd and child, Mrs. C. Fraza and two children Mrs. C. B. Wood, C. B. Lufkin, Mrs. Geo. H. Dunn, S. Takahashi, S. Kuroda, Mrs. Kuroiwa.

Per M. N. S. S. Lurline, from San Francisco, May 6.—Mrs. J. J. Armstrong, Miss M. Armstrong, Miss K. C. Blakeslee, G. B. Crapney, Mrs. G. C. Crapney, Frank A. Davis, Frank Pagan, Mrs. E. Fernandez, Edwin Fernandez, Miss Eloise Fernandez, Miss Ethel Fernandez, Jas. Gillespie, Frank A. Goble, Mrs. J. H. Harrison, Miss Alice Hastings, Mrs. J. L. Horne, Geo. B. Johnston, G. W. Kline, Wm. McKillop, Miss B. Mabury, Miss Belle McLean, Mrs. Wm. McKillop and child, D. Roberts, Mrs. E. M. Roe, Miss Estelle Shear, J. Howard, J. N. Bonamy, Mrs. R. McGreer, R. McGreer, W. Petorke.

Per str. Kilauea, from Kona-Kau ports, May 6.—Miss L. Keene, Mr. and Mrs. Hale, Mr. and Mrs. H. G. P. Hoy, Wm. St. Claire, T. M. Spencer, Miss Spencer, Mrs. D. Todd, I. Makamura, S. Makamura, Mr. and Mrs. J. A. Magoon, Miss Magoon, H. R. Bryant, Geo. McDougall, J. Sweeton, Geo. Robertson, G. Tomokel, P. Eagle, Mrs. H. P. Baldwin, R. P. Hose, H. J. Meyer, A. C. Martin; 55 deck.

Purser Sheldon, arriving in this city today in the Kilauea brings the following report of sugar awaiting shipment at Kona and Kau ports: Honouliuli 170, Kukuihaele 8500, Kula 4300, Paahau 26,000, Honokaa 6200, Kailua 4950.

Star-Bulletin * today's news Today.

PERSIA MAKES BRIEF VISIT

Remaining three days at Manila, where much cargo was discharged and consignments of Philippine cigars, cigarettes, copra and hemp were placed aboard, the Pacific Mail liner Persia is now hastening in the direction of San Francisco, with a view of a speedy transshipment of her valuable freight to trans-continental railway trains destined for the east coast of the United States.

One million dollars worth of raw silk from Japan lies in the hold of the vessel, now moored at Alaska wharf. The Persia steamed across the wide expanse of Pacific without stirring incident. Arriving here at daybreak this morning, the Persia landed 12 cabin, 1 second class and 95 Asiatic steerage passengers. Of the latter, 50 are Japanese, 3 Chinese and 42 Filipinos. In transit for the coast are 70 cabin, 12 second class and 68 steerage passengers. Several Russian families are en route to the coast, there to take up work with the railways and mines.

While the Persia is leaving but a few travelers here, several will join the vessel in departure for San Francisco at 4 o'clock this afternoon.

Three hundred tons oriental cargo have been discharged and the last of several tons coal is going into the ship at noon today. Purser Petrocelli reports a fine trip with a pleasing program of dances, deck sport, card tournaments, and indoor entertainments. The travelers are a lively lot, and while a number of missionaries are found among the number, all appear to be on having a good time.

In dispatching the vessel for the coast at 4 o'clock this afternoon, Captain Hill has hopes of reaching San Francisco on early tide Monday next.

WEATHER TODAY

Tuesday, May 6.
 Temperature—6 a. m., 69; 8 a. m., 76; 10 a. m., 78; 12 noon, 78. Minimum last night, 68.

Wind—6 a. m., velocity 4, N. E.; 8 a. m., velocity 6, N. E.; 10 a. m., velocity 6, E.; 12 noon, velocity 10, N. E. Movement past 24 hours, 169 miles.

Barometer at 8 a. m., 30.06. Relative humidity, 8 a. m., 57. Dew-point at 8 a. m., 60. Absolute humidity, 3 a. m., 5.594. Rainfall, 0.

Senator Meyers of Montana was forced to apologize to an elevator man in the senate building for an epithet to which the man objected. He calmly stopped the elevator between two floors and the senator apologized.

Nelson Wanamaker, a nephew of John Wanamaker, died from choking on a piece of beefsteak in a Philadelphia restaurant. He was 45 years old. John Munsinger, 100 years old, has been appointed deputy sheriff at Howard, Kan., and is performing all the duties of the office.

Samuel Kalish, a wealthy New York merchant, has brought suit against the city of San Francisco for false arrest.

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Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by HONOLULU STAR-BULLETIN, LTD.,

Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON, General Business Manager

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RIDING SCHOOL FOR HONOLULU

Honolulu is to have an up-to-date riding academy, modeled after the fashionable schools and riding halls of Europe. Baron G. von Woellworth, a well known riding instructor and drillmaster in some of the most famous riding academies of Paris, London and New York, has come to Hawaii to start the venture, and he believes that with his long experience to back and knowledge to back him, he will make the institution popular with Honolulu society folk, and a general success.

"I took up this plan for a riding academy because of the splendid games that the Hawaii polo team played in California," said Baron von Woellworth. "This gave me the idea of establishing a fashionable riding academy, with all modern improvements, in Honolulu. The city has several polo clubs and that seems to me sufficient guarantee to warrant such an undertaking, since there is no riding institute in the city."

"A riding club with a professional instructor is just as necessary to Honolulu with 45,000 barrels of oil."

ety is any other form of club, for the noblest of all sports—equestrianism—should be taught correctly in all its branches. Ladies should have a chance to learn the art here, instead of having to go to the mainland for the finer points of riding and equipment. Honolulu is growing wonderfully, and with the constant stream of tourist visitors, may well be termed the Newport of the Pacific. I feel confident that the people here will support my riding academy, which will lead up to musical rides, and all kinds of equestrian games, including indoor polo, tandem and Troika and flower rides for ladies and mixed classes."

The baron has the degree of Professor d'Equitation, Haute Ecole.

With a large general cargo for the island of Hawaii, the Matson Navigation steamer Enterprise arrived at Hilo on last Monday evening, according to advices which reached this city this morning. The Inter-Island steamers Kailua and Maui went along side the vessel to supply a quantity of sugar destined for the coast. The Enterprise is to be given a quick dispatch to San Francisco.

A cablegram was received today by the Associated Oil Co. stating that the oil tanker W. F. Herrie sailed from the coast today, destined for Honolulu with 45,000 barrels of oil.

